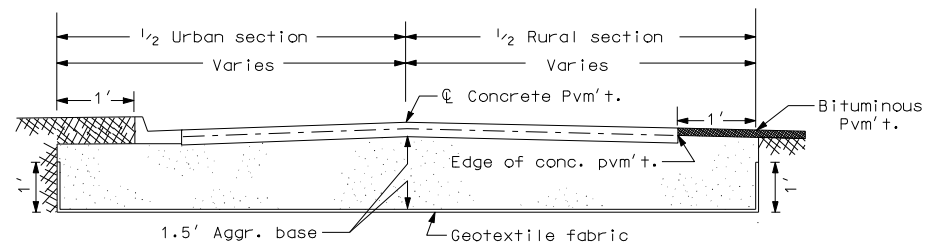
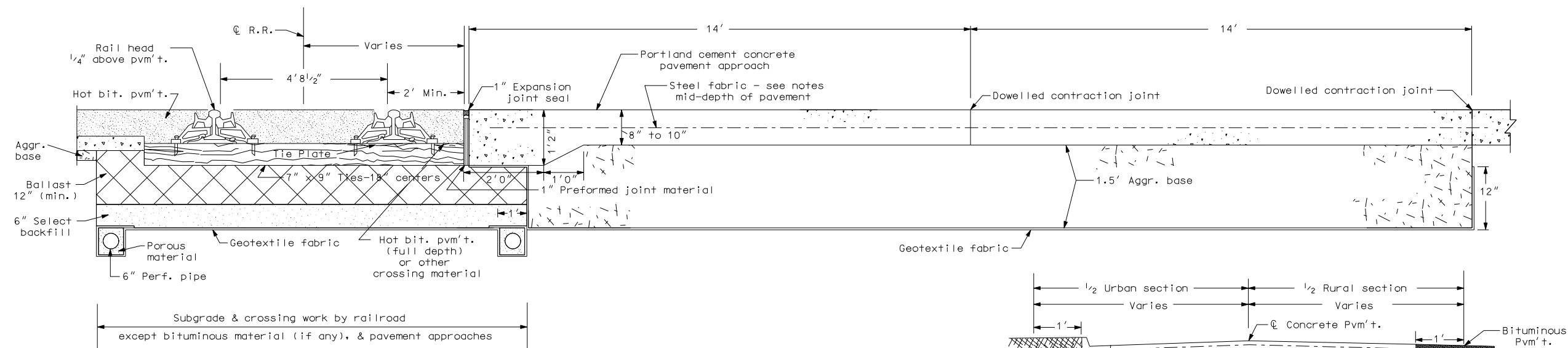
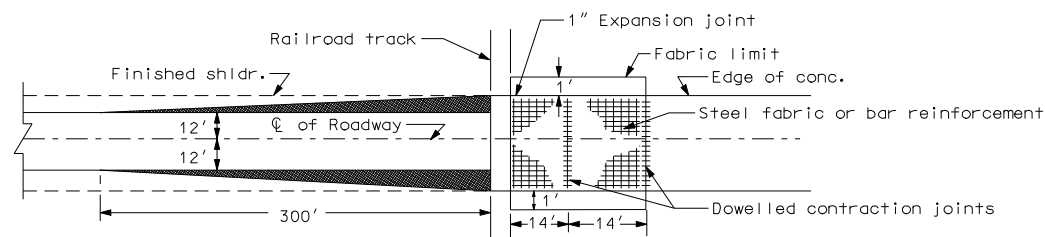
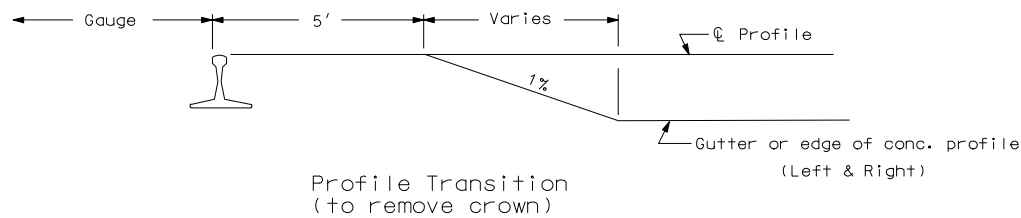


STANDARD RAILROAD CROSSING



Typical Section



Detail of Transition
for Bituminous Surfacing Projects
(Two Lane Roadway Shown)

Notes:

1. See typical section on plans for thickness of base and pavement courses and finished shoulder widths.
2. The railway company will attend to all adjustments and repair to tracks, including (for bituminous crossing) installation of flange rails, flange rail chairs, or other supports and straps, prior to crossing installation.
3. Steel fabric: Steel fabric shall consist of W-4 wires at 12" C-C transverse and W-6 wires at 6" C-C longitudinal.
4. No. 4 bars at 46" C-C transverse and 11 3/4" C-C longitudinal may be substituted for the steel fabric.
5. The minimum lap shall be 12" and shall be tied at not more than 4' intervals.
6. Place steel fabric (or bars) at mid-depth of slab with 3" clearance on all edges.
7. Basis of Estimate: The Aggregate Base, P.C.C. Pavement, Dowelled Contraction Joints, Hot Bituminous Pavement and Joint Seals will be paid for at the prices bid for these items. The geotextile fabric, concrete reinforcement, preformed expansion joint material and additional slab thickness shall be included in the price bid for P.C.C. Pavement.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
06-17-03	General layout rev.
12-01-04	PE Stamp added

This document was originally issued and sealed by MARK S GAYDOS, Registration Number PE-4518, on 12/01/04 and the original document is stored at the North Dakota Department of Transportation